

PROJECTS

2014 Rank	No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
	1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
	2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
	3	Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan.
	4	<a href="#">Mt. Vernon Avenue at East/West Glebe Road intersection improvements</a>	<a href="#">It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.</a>	<a href="#">1992 TMP</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">Less than \$1 million</a>	<a href="#">2-5 Years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">The 2013 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts</a>
	5	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
	6	Prince Street / Cameron Street Bicycle Facility	Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	5-10 years	Not Started	No	
	7*	Corridor A Circulator Transit Service	Provide <b>scale appropriate</b> Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
	7*	<a href="#">Van Dorn Circulator Transit Service</a>	<a href="#">Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.</a>	<a href="#">DASH COA</a>	<a href="#">Project</a>	<a href="#">Transit</a>	<a href="#">\$1-5 million</a>	<a href="#">1-5 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">Costs are capital cost only.</a>
	9	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
	10*	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
	10*	<a href="#">Sanger Avenue Bridge</a>	<a href="#">Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.</a>	<a href="#">2008 TMP</a>	<a href="#">Project</a>	<a href="#">Streets</a>	<a href="#">More than \$5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).</a>
	12	<a href="#">Eisenhower East Circulator Transit Service</a>	<a href="#">Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.</a>	<a href="#">DASH COA</a>	<a href="#">Project</a>	<a href="#">Transit</a>	<a href="#">\$1-5 million</a>	<a href="#">1-5 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">Costs are capital cost only.</a>
	13	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
	14	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
	15	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
	16	<a href="#">Holmes Run Trail at Morgan Street</a>	<a href="#">Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.</a>	<a href="#">2008 TMP</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">\$1-5 million</a>	<a href="#">1-5 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.</a>
	17	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	

## City of Alexandria Long-Range Plan

**September 18, 2014**

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18	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
19*	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
19*	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
21	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
22*	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected/permissive left turn phasing along NB and SB Van Dorn Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
22*	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
24	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
25	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria.
26	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
<i>Projects in red/underlined are new projects added for 2014</i>										
<i>* Project priorities for these projects resulted in a tied score</i>										